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CROCKETT AREA GENERAL PLAN

COUNTY PLANNING COMMISSION APPROVED PLAN
NOVEMBER 1, 1983

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Prepared by the
Contra Costa County Planning Department
with the Assistance of
The Crockett General Plan Citizens Advisory Committee

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STATE OF NEW YORK

IN SENATE
January 10, 1901.
REPORT
OF THE
COMMISSIONERS OF THE LAND OFFICE
IN RESPONSE TO A RESOLUTION
PASSED BY THE SENATE
MAY 10, 1899.
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INTRODUCTION

The Crockett Area General Plan was prepared by the County Planning Department with the advise and consultation of the Crockett General Plan Citizens Advisory Committee. The plan covers approximately 7 square miles in the northwestern corner of the County as shown in Figure 1. This plan abuts parallel general plan revision efforts being undertaken in the communities of Rodeo and Port Costa.

The purpose of this Area General Plan is to establish goals and policies to guide growth, development, and redevelopment of the community of Crockett. This plan revises, combines and amends the existing County General Plan for the Crockett area which include the 1963 Land Use and Circulation Plan, 1973 Open Space and Conservation Plan, the 1979 Rolph Park Drive Plan amendment, as well as the countywide elements dealing with Housing, Scenic Routes, Recreation, Public Safety and Seismic Safety and Noise. These are all component parts of the County General Plan. Since some of these earlier plans were adopted, a number of changes have occurred, including new state requirements, the formation of regional agencies, economic changes and new trends in residential project proposals. As a result new responsibilities for the General Plan exist.

The broad purposes of this General Plan revision are:

- To update and bring together all the various land use elements of the General Plan for the area.
- To achieve compatability between zoning and General Plan land use categories.
- To relate development proposals to necessary community facilities.

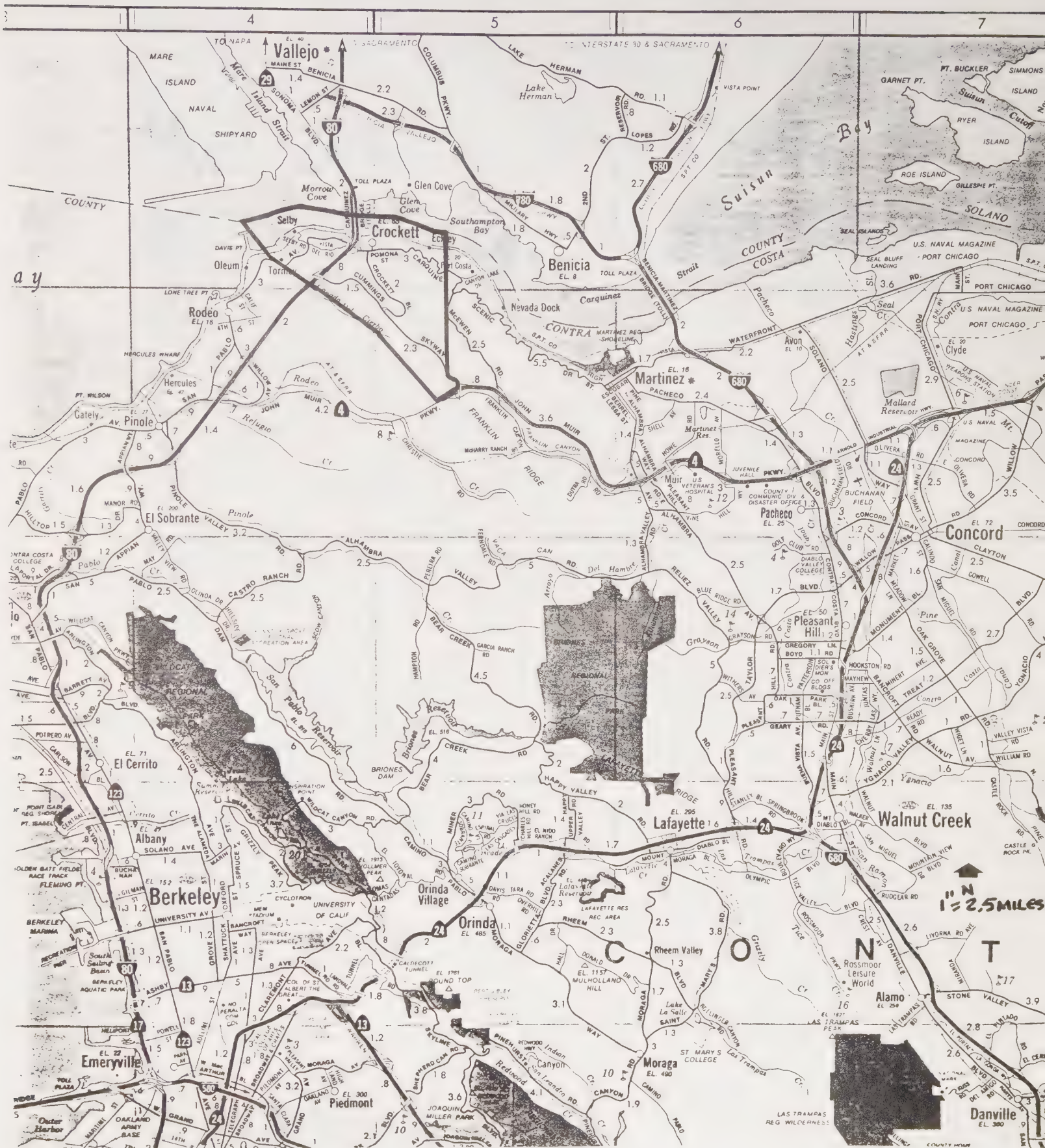
The General Plan revision delineates an approach to growth, development, facilities and other community needs which will enable the Planning Area to develop properly with adequate public services while retaining the natural beauty of the region. The Plan consists of maps and text. The maps are useful for orientation and generalized land use statements, but the Plan text must be used for policy guidelines and to understand the concepts relating to suitable types and densities of development, provision of facilities, safety from hazards and environmental protection. Due to the scale of the plan, the lines designating the various land uses on the plan map are general and not precise.

This Plan is part of the County General Plan and is set in the framework of the policies of the countywide General Plan elements, but it concentrates on the special concerns of the Crockett area which differentiate it from the County generally. Thus, the plan modifies the County General Plan, but is not separate from it. Findings and policies for the subjects discussed in this document are further explored in the Countywide General Plan elements for Noise, Safety, Seismic Safety, Housing, Scenic Routes and Parks and Recreation. In the event of inconsistencies between this Plan and other elements of the County General Plan this latest adoption shall govern as required by State law. Within this plan, the more specific should prevail over the more general.

FIGURE 1

VICINITY MAP

CROCKETT PLANNING AREA



THE REGIONAL CONTEXT

The Crockett Planning Area is situated along the northwestern perimeter of the County, along the San Pablo Bay and Carquinez Strait. Besides the water areas, the Planning Area is separated from the community of Rodeo by the Wickland and Union Oil Companies industrial complexes to the southwest. From the industrial areas it extends southeasterly along Franklin Ridge to State Route 4.

The separation from the Port Costa Planning Area is more arbitrary due to the proximity of these two communities and follows established property lines in a north-south orientation between the areas.

The General Plan reflects coordination of plans and programs for transportation, roads, open space and urban development within the Planning Area. Additionally the plans and programs of special purpose agencies and districts are reflected in the Plan, including the Bay Conservation and Development Commission, the East Bay Regional Park District, water and sewer agencies. The Plan also is in concert with the County Agricultural Preserve Program.

THE PHYSICAL SETTING

The Planning Area encompasses approximately 4,300 acres, of which 850 acres are water, on the north shore of Contra Costa County. The town of Crockett is located on a narrow coastal shelf and a north facing slope, with some variations, that look across Carquinez Straits to the hills of Solano County. The Planning Area extends to the east, west, and south of the town and includes a large agricultural area.

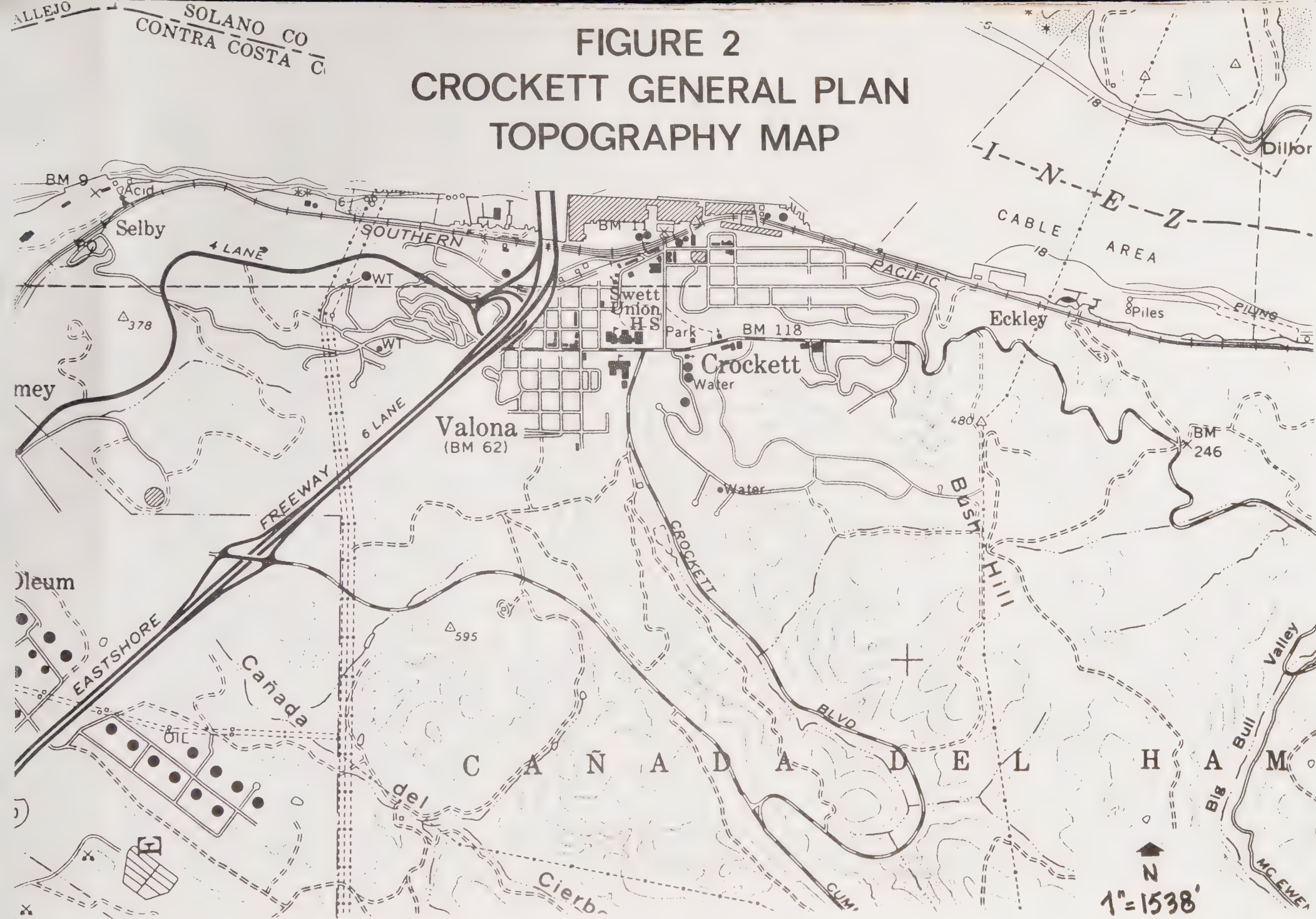
The northwest part of Contra Costa County is best characterized as rugged, and is a combination of grassland ridges and steep wooded ravines. Very little land is flat or gently rolling foothills. The steep ridges rise directly out of San Pablo Bay and Carquinez Straits so that the land-water interface is abrupt rather than a gentle transition.

The town occupies the gentler slopes where they occur and some very steep areas. Virtually none of the vacant land adjacent to the town is less than 15% in slope, and much is far too steep for conventional construction methods. Crockett is physically separated from other towns and cities in Contra Costa County by the steep hills. Its closest neighbor is Vallejo, across the Carquinez Straits. A map of the area topography is shown as Figure 2.

The Planning Area enjoys mild winters and summers. The strong marine air flow through the Golden Gate keeps Crockett cool and windy most of the year. There is no place in the Bay Area which has a more beautiful and dramatic view of bridge, water and hills. Since this view is essentially to the north, it does not suffer from the afternoon glare, but can be enjoyed in the early evening as well as during midday. Although the Planning Area has a long waterfront and lovely views, physical access to the shoreline and the water is largely cut off by industrial uses, the shoreline cliffs, and the Southern Pacific Railroad.

ALLEJO SOLANO CO
CONTRA COSTA C

FIGURE 2 CROCKETT GENERAL PLAN TOPOGRAPHY MAP



HISTORY

In 1799 Spanish explorers found an Indian village on the site of the present town. Because of the abundance of crab in the water near the village, they named the Indians Karkins and the water Carquinez Strait, both from the Greek word for crab.

This site became part of the Rancho Canada Del Hambre y las Bolsas land grant. The land grant was disputed in the 1860's. After a long legal battle a lawyer, Joseph B. Crockett, was awarded 1,800 acres of the ranch as his fee. His partner, Thomas Edwards, farmed the area and built the first house, now "The Old Homestead". The Edwards Family bought out the Crockett family interest in the ranch, but the name Crockett remained, and the station the Central Pacific Railroad built here in 1877 was called "The Chicken Farm" or "Crockett's", interchangeably.

In 1870, at a point slightly east of today's Crockett, Commodore John L. Eckley established a yacht harbor and fishing activity and erected several buildings. This was the area's first marina.

In 1881 Thomas Edwards, Sr. and John Loring Heald finished surveying the Crockett townsite which covered 31 acres. Very shortly after the Crockett townsite survey Dr. Strentzel, a pioneer settler in Contra Costa County and owner of another portion of the Rancho Canada del Hambre, completed a similar survey of the Valona townsite of 15 acres west of the Crockett site.

In 1875 the members of the Danville, Alhambra and Walnut Creek Granges worked together to establish warehousing and deep water shipping facilities known as the "Grangers' Warehouse", located at Eckley. In 1884 the Selby Smelter was established by Thomas Selby. Both the Eckley and Selby place names are still associated with the Crockett area.

A decade of prosperity favored the new town of Crockett which was well situated to be a grain shipping port in the 1880's. After the collapse of the wheat market in 1893, the Starr Flour Mill was converted into a beet sugar refinery. In 1906 the California and Hawaiian Sugar Company (C&H) took over the cane sugar refinery, which has grown to become the largest such refinery in the world. The C&H refinery provides much of the economic base of Crockett today.

It is the strong association of C&H Sugar with the community and their paternal relationship toward the provision of amenities and services to the community that provide the heritage from which the Crockett community emerges.

CROCKETT TODAY

In 1980, the Crockett population of about 2,700 was older and less affluent than County averages. The town population was also more stable than is typical of the post - World War II suburban towns in the County. Some families in Crockett are second and third generation families, and second and third generation employees at C&H. This stable small town scene is changing as more C&H employees live outside Crockett and more homes are absentee-owned. Added to this is a major new subdivision of approximately 150 houses which form the southern extension of the community. Even with its physical isolation from other towns change is bound to come to Crockett. The residents, both newcomers and old timers, appear to have a positive attitude towards additional future development, but this acceptance is weighed against factors that may inhibit growth. These factors include the inadequate street system, limitations in

community facilities and services, plus the lack of readily developable land adjacent to town.

EXISTING LAND USES

The existing land use pattern is characteristic of older town patterns in the region. There is industry along the waterfront, a central business district organized around a few key intersections, a border of single family neighborhoods, and open space perimeter around the town. The integrity of the town pattern has been broken by the construction of the Interstate 80 freeway through town and the interchange at the Carquinez bridge. While there are quite a few duplexes and a scattering of apartment buildings in town, an identifiable apartment district has not developed. Near downtown there are many buildings that have converted the ground floor from commercial uses to a business office or apartment; with a principal residence above. This adds to the intimate small town atmosphere, but the early town layout did not provide for the large parking needs of the present society and there is no organizational means at present to provide automobile parking. On the east side of the Carquinez Bridge, the waterfront is occupied by the C&H sugar refinery. Further east, the waterfront is occupied by the Southern Pacific Railroad. Properties immediately inland of the railroad are grazed or vacant. On the west side of the bridge, there is a small area of waterfront business that accommodates a marina, ships, chandlery, boatworks, and restaurant. These businesses seem to thrive despite the difficult, almost hidden, access road. Further west is a sewage treatment facility of the Crockett-Valona District, an Open Space Corridor dedicated to the East Bay Regional Park District, and the waterfront industrial property of the Wickland Oil Company. The interior of the Planning Area is grazing land.

GOALS AND OBJECTIVES

In order to build a framework for a community planning program, several discernable goals of the community are identified here. These goals are based on the expressed desires of community, studies of both existing and potential assets and problems of the Planning Area, and an analysis of Crockett's unique heritage. Important issues addressed by these goals deal with retaining Crockett's character, dealing with downtown vacancies, a commercial revitalization, inadequate public facilities, and a lack of employment other than the C&H refinery.

One overall goal has been set for community, it is:

"To protect the existing quality of life in Crockett and provide business and residential development that will enhance the community and be compatible with the ability to provide public services."

From this generalized ideal, the following goals and objectives are derived for each of several elements of the General Plan.

Each goal reflects the broad goals for the Planning Area as related to the subject matter within the plan. The objectives are means of achieving the goals by various kinds of decisions over a time period. These goals and objectives are not absolutes but are ideals which may not be met in every case and their practicability may vary throughout the Planning Area.

RESIDENTIAL GOAL

To protect and enhance the quiet, small town atmosphere of Crockett's residential neighborhoods, and provide for new development that is compatible with this goal.

Residential Objectives

- Provide for attached units and apartments in a variety of densities in order to provide housing for a variety of family sizes, income levels, and age groups.
- Protect existing residential neighborhoods from incompatible land uses and disruptive traffic.
- Encourage the rehabilitation or redevelopment of deteriorated residential property.
- Accommodate new residential development in areas where it will avoid severe adverse environmental impacts, including adverse impacts on the existing community.
- Encourage innovative site and building design for environmental protection.
- Encourage greater residential density close to downtown, with lower densities at the edge of town or on very steep terrain.

BUSINESS AND EMPLOYMENT GOAL

To revitalize the existing downtown area and establish a lively business district with mixed uses that will provide for local shopping and local employment and establish office and similar uses in appropriate areas to broaden the employment base.

Business and Employment Objectives

- Encourage mixed uses in the downtown area, consistent with the present pattern of residential and business uses.
- Require the design of new buildings and the rehabilitation of existing buildings to reflect and improve the village atmosphere of the downtown district.
- Emphasize office uses along Loring Avenue in the context of a mixed uses district in order to broaden the employment base and to minimize parking congestion.
- Buffer new industrial developments in proximity to residential areas by establishing setbacks, park-like landscaping and performance standards.

CIRCULATION GOAL:

To provide a circulation system that is adequate for through traffic, local business trips, and all travel needs in the community.

Circulation Objectives

- Provide essential circulation routes to link the several areas of the community.
- Develop bike and hike paths as an alternative to using motor vehicles for local trips.
- Address off-street parking needs in the review of redevelopment and rehabilitation projects.
- Locate new development areas to avoid excessive through traffic in residential areas.
- Provide for the landscaping and maintenance of street medians and curb areas.
- Establish scenic routes and develop guidelines for scenic protection along the routes.
- Discourage industrial traffic that could impact the safety or efficiency of the community's non-industrial traffic.

RECREATION GOAL

To provide recreation opportunities for all the varying groups in the community and support regional recreational opportunities that take advantage of Crockett's scenic qualities and waterfront.

Recreation Objectives

- Protect existing recreation areas and add to them by land dedication where suitable.
- Develop local recreation opportunities as the community develops.
- Add to recreation facilities on existing sites as funds allow.
- Protect and develop regional scale public access to scenic areas on the waterfront and provide for water-related recreation such as fishing and boating as well as for picnicking.
- Encourage the development of a range of commercial and public recreational opportunities.
- Develop a comprehensive series of hiking, biking and riding trails in conjunction with the neighboring towns, East Bay Regional Park District, East Bay Municipal Utilities District and the Pacific Gas and Electric Company.

ENVIRONMENT AND DESIGN GOALS

To protect and enhance the visual environmental qualities of Crockett and the surrounding natural areas, and to insure safety from environmental hazards.

Environmental and Design Objectives

- New development and redevelopment should have compatible and high quality design in order to protect and enhance the visual quality of the community.
- Encourage the rehabilitation of residential buildings to be compatible with the visual characteristics of the surrounding neighborhood.
- Preserve buildings and other standards that have visual merit and historic value.
- Provide that new development be sensitive to natural environmental characteristics for safety and for visual quality.
- Conserve natural areas of merit in open space uses.
- Encourage energy conservation and the use of renewable energy resources such as solar energy.
- Protect agriculture as a primary use of open space areas.

Public Safety and Seismic Safety Goal

Minimize risk to life and personal safety or property damage or loss for the residents of Crockett.

Public Safety and Seismic Safety Objectives

- Ensure that development projects take into consideration potential hazards which might be associated with any given location in the Planning Area.
- Provide that homes located in extreme or high fire hazard areas be constructed with fire-resistant materials and the surroundings be irrigated and landscaped with fire-resistant plants.

Community Facilities Goal

Obtain maximum benefit from existing public facilities and provide a high level of public services and cultural and recreational facilities for all residents.

Community Facilities Objectives

- Maintain and upgrade existing public utilities, fire, police and other public services as needed to adequately protect and serve existing and new developments.
- Approval of development should be tied to provision of adequate community facilities.
- Upgrade the community's drainage system to eliminate problems caused by local inundation and ponding during storms.
- Design water and sewer facilities so that they will handle development in areas designated for urban development.

These goals and objectives are advanced with the understanding that an absolute interpretation of and comparison between goal statements will yield some inconsistencies. Resolution of these inconsistencies requires weighing the merits of one goal against another goal. Frequently, the appropriate plan interpretation of conflicting goals will be an intermediate position.

The specific provisions of the plan text and map indicate one manner in which the goal statements have been resolved, but alternative interpretations may be appropriate pursuant to General Plan review procedures as development of the community evolves.

THE GENERAL PLAN ELEMENTS

State law requires local governments to prepare and adopt General Plan elements for land use, housing, circulation, scenic routes, open space, conservation, public safety, seismic safety, and noise. All of these are included in this Plan to the extent that local issues are presented. Optional General Plan elements include recreation and community facilities, and are also included in this revision. Findings and policies regarding problems of countywide distribution are found in the respective County General Plan elements. Taken together, the General Plan elements provide for future residential, commercial and industrial development of a suitable type and density.

Section 68560 of the Government Code requires that "zoning ordinances shall be consistent with the general plan". This plan will eliminate many of the zoning -general plan inconsistencies in the Planning Area. The implementation section at the end of this plan lays out a process to eliminate the remaining inconsistencies.

The plan focuses on the ability to redevelop and revive the existing community but does allow for additional residential growth on the south perimeter of the community. The plan reflects the numerous land use decisions which have been made over the years and places them into the policies of the County.

The plan elements also identify areas which shall not be developed to urban uses within the foreseeable future. Most of these areas will essentially remain in agricultural uses. In addition to the benefits of that use, this will help to preserve visual quality, and to provide relief from urban congestion.

A General Plan consists of maps and text. The Plan Map, found at the back of this document, delineates the location and extent of various land uses. The map alone cannot give the level of detail required in General Plans. Special considerations are discussed in the text and maps pertaining to each element.

LAND USE AND OPEN SPACE ELEMENTS

The purpose of the land use element is to set forth policies through a map and text of property in the Planning Area. At the same time the element reflects existing land uses which should be maintained. In the case of Crockett, where the community has expressed a desire to protect a unique community character, the plan focuses on rebuilding the community based on its existing styles of development. The Open Space Element is embodied in the subsection labeled "Open Space Uses".

Residential Uses

The residential land use categories establish the basic type of residential units allowable are either detached, single family dwellings, or as attached residential units, ranging from a duplex to a high density apartment. The designations strongly tend to confirm the single family character of Crockett's neighborhood, but several areas for attached units are provided in order to give variety and to balance the housing stock. An increasing proportion of the new stock will contain attached residences.

The existing housing stock is largely priced in the low-to-moderate income category and has a substantial portion of rental units. Many of the homes are in need of rehabilitation. Most of the developed portion of the Crockett Planning Area is within a Neighborhood Preservation Area eligible to receive housing rehabilitation and home maintenance funds through the Federal Housing and Community Development Block Grant programs.

The plan provides for two single family and three multiple family residential designations. The Single Family Residential High Density designation provides for the retention and protection of several long standing, stable residential neighborhoods; these areas are characterized by narrow, steep roads. The Multiple Family designations tend to reflect the long standing zoning in this area. Development to the intensity allowed by either this general plan or the zoning may be difficult to achieve in these areas, mostly clustered around the commercial area, due to the same limitations on parking and roads. The review of development projects in these areas will receive careful review to minimize their impacts on the adjacent property owners.

Over time the older housing stock of the community has contained "mother-in-law" and second units added onto existing structures. This has lead to more diversity in the housing stock than is currently reflected by the existing zoning on this plan. These past conversions are acknowledged by this plan as an integral part of the housing stock of the community, though compliance with the necessary permits to protect the public health and safety is still a mandate.

The residential land use categories are defined as follows:

SINGLE FAMILY RESIDENTIAL - HIGH DENSITY

This designation provides for five to seven dwelling units per net acre. Most of the existing single family neighborhoods are included in this designation. Most residential parcels in Crockett are smaller than presently allowed in conformable zoning districts,

and some of the buildings on these lots have been converted into duplexes. This General Plan accepts those circumstances to the extent that presently exists, but does not provide for new multiple units in single family areas, or duplexes on lots smaller than required in the County's Ordinance Code.

The second area is located on steep hills to the south of the downtown center, but it is presently within the Crockett-Valona Sanitary District. In this area, the steep terrain and low capacity of existing streets will tend to keep the ultimate future development density low. Where practical, P-1 zoning is encouraged so that buildings can be clustered into the most favorable sites. In this area safety from environmental hazards and traffic impacts are major issues that need to be addressed in the development process.

SINGLE FAMILY RESIDENTIAL - LOW DENSITY

The allowed range of one to three dwelling units per net acre provides for flexibility in planning projects to reflect topography, proximity to existing development and the capacity of public facilities. This category occurs selectively within the Planning Area. One area is along Dowrelia Drive along a steep hillside with poor road access. A limitation on additional development is appropriate here without major improvements to road access.

MULTIPLE FAMILY RESIDENTIAL-VERY LOW DENSITY

This designation provides for four to seven dwelling unit per net acre and it is applied to one small two acre parcel in the Planning Area. This designation was used to encourage clustering on the site if the property is to be for more than one single family home. Land stability, access, and public safety issues shall be reviewed with great care in determining the final number of units to be allowed on the site.

MULTIPLE FAMILY RESIDENTIAL - LOW DENSITY

This designation provides for seven to twelve dwelling units per net acre. This designation is applied to several locations and reflects existing zoning or the actual densities for clustered housing projects zoned P-1. One additional area along a steep north slope adjacent to Winslow Street. This area can be developed for clustered units but must be done so as to not obstruct views of the Carquinez Straits from the existing neighborhood. Other areas between Winslow and Loring have this designation and will be build as the area redevelops.

MULTIPLE FAMILY RESIDENTIAL - HIGH DENSITY

This designation, which allows up to 29 dwelling units per net acre, is applied to two existing apartment complexes. No additional area is designated for this density.

Employment Uses

Employment related land uses are general commercial, industrial, or office in nature. Existing commercial services within the Planning Area are limited. Many retail goods and services will continue to be available only from outside of the community. Crockett lies within the market areas of major and minor retail outlets located in Vallejo and in Rodeo, Pinole and Richmond. The continued commercial influence of these communities is expected to dominate the Planning Area in the foreseeable future.

The protection of the existing commercial resources and a broadening of the range of businesses is necessary to the well being of the community. Except for restaurant uses which benefit from the vistas afforded by the Carquinez Strait and some historic uses along Pomona Avenue, the commercial areas are concentrated in areas presently zoned Retail Business (R-B). There is more land presently zoned R-B than can be supported by the community and mixed commercial, office and multiple family residential uses should be encouraged in this area.

Industrial uses tend to fringe the County coastline reflecting the water access and railroad availability. Existing industrial uses are reflected in the plan. The shoreline and adjacent hill lands next to industrial facilities will increasingly be integrated together.

The employment general plan categories are defined below.

COMMERCIAL

The Commercial designation applies to the downtown area around Pomona St. and Second Avenue, another business area along Loring Avenue east and west of Rolph Avenue, two individual business sites fronting on the south side of Pomona Street, and the property known as "Vera's", west of the bridge and fronting on San Pablo Avenue.

A mix of compatible uses, including residential uses, is encouraged in the downtown area along Loring Avenue, since these are the centers for business revitalization and broadening the employment base. A village atmosphere, with an intimate scale to enhance pedestrian use is envisioned by the community for the downtown area. Office uses are to be especially encouraged to occupy buildings on Loring Avenue, with more emphasis on local shopping in the downtown district. In either area, an effort to provide residential opportunities should be part of rehabilitation or redevelopment of properties. In order to support a revitalized downtown, commercial uses which reasonably could be located in these areas should not be allowed on the edges of the community.

COMMERCIAL RECREATION

This designation provides for commercial facilities in support of outdoor leisure activity. The Commercial Recreation area is located on the west side of the Carquinez Bridge along the Carquinez Straits. The site presently includes a marina, boatworks, chandlery, and restaurant. Pier fishing is available. These businesses and other sales and services directly or indirectly related to recreation uses of the shore and water are compatible with this designation. The enhancement and beautification of this area is critical. Restaurants, marinas are specifically allowed within this category.

OFFICE

This category is intended to accommodate general office uses. A small site is designated in this category and is anticipated to develop in a low level office building which won't block the views of existing residents.

CONTROLLED MANUFACTURING

Controlled Manufacturing areas are located adjacent to the railroad on both sides of the bridge ramps. This land use designation includes property presently zoned C-M and

L-I. It provides for light industrial uses, in conformance with the L-I zoning district requirements, and also allows manufacturing and fabricating activities allowed in the C-M zoning district for the C-M zoned property, provided that manufacturing uses must be kept free of noxious air emissions, noise, and visual impacts.

HEAVY INDUSTRY

The areas shown for Heavy Industry are utilized by the C&H sugar refinery and the Wickland Oil Company. In the case of Wickland, the configuration of the industrial designation area, as shown on the land use map, reflects the Bay Conservation and Development (BCDC) permit, and may be changed in minor ways without a formal General Plan Amendment if the BCDC permit is changed. The areas designated for heavy industry provide for industrial manufacturing uses of all kinds, including processing of petroleum and chemical, cement and sugar.

A smaller area on the southern boundary of the Planning Area is also shown for Heavy Industry. This property is held by the Union Oil Company for potential future industrial development as part of its Rodeo facilities.

Open Space Uses

Three categories of Open Space are designated on the Plan: Agricultural Land, Agricultural Preserve, and Parks and Recreation.

These categories are intended to provide information on the current status of the land and should not be considered separate categories for the purpose of determining General Plan compliance. Any changes in the open space legal status of land among these three categories is consistent with the Plan.

AGRICULTURAL LAND

Lands designated as Agricultural land are primarily in grazing uses. Much of this land is expected to remain agricultural for the foreseeable future. This designation also provides for the protection of extremely high slope lands of limited utility along the Carquinez Strait shoreline and has been applied to some utility easements and rights-of-way.

Outdoor recreation uses are compatible with the General Open Space designation. The lands easterly of Crockett along the shoreline around Eckley are particularly well suited to private outdoor recreational uses. Some "commercial uses" associated with outdoor recreation may be appropriate and conform to this plan if developed through a Planned Unit District approach. Commercial residential uses are not considered appropriate to these areas.

A small land area north of San Pablo Avenue and west of the bridge is designated Agricultural land, but is zoned C-M. The site is too steep for development, but could be an open space buffer to an adjacent light industrial use.

AGRICULTURAL PRESERVE

Agricultural Preserve lands are under Williamson Act contracts with the County to remain in commercial agriculture and compatible uses for the ten year contract period, renewed each year, in exchange for lowered land assessment. These areas are given a separate category on the map in order to reflect and support the commitment

of the owners, and are expected to remain in agriculture for the effective period of the Plan. They are not permanent open space and may be designated for other purposes at some future time by a General Plan amendment. Conversely, a General Plan designation other than open space will not prevent properties from entering into open space use contracts, and such contractual arrangements are considered in conformance with this Plan, if these lands participate in the Agricultural Preserve Program, or are subject to other similar enforceable restrictions.

PARKS AND RECREATION

The Parks and Recreation designation has been assigned to a number of properties owned and operated by agencies providing parks and recreation facilities to the area. Only existing facilities are designated on the plan map; the Recreation Element provides information on the location of proposed facilities. The newest facilities shown are the lands dedicated by the Wickland Oil Company to the East Bay Regional Park District. A County owned parcel on the north side of San Pablo Avenue between two separate parcels dedicated to the East Bay Regional Park District is partially shown in this category. This property, known as Vista View Park primary use will be for outdoor recreation use such as scenic viewing. The extreme easterly portion of the site is to be reserved for a commercial recreational use such as a restaurant integrated into a parklike setting.

Two other land use designations are shown on the land use plan: they are Water and Public and Semi-Public Uses.

WATER

The offshore waters of San Pablo Bay and the Carquinez Straits are designated as water areas for multiple uses, including transportation, commercial recreation, public recreation, management of fisheries, and scenic quality.

PUBLIC AND SEMI-PUBLIC USES

Besides those areas committed to parks and roads, a substantial amount of property within the Planning Area is used for public purposes.

These areas have been designated for Public and Semi-Public Uses on the Plan Map. They include schools, fire stations, freeway and bridge rights-of-way, the Crockett-Valona Sanitary District Plant, and lands owned by public and publicly regulated utilities such as the facilities of the Pacific Gas and Electric Company and of the East Bay Municipal Utility District. Railroad rights-of-way have also been included within this category. Industrial uses are to be allowed under the I-80 Carquinez Bridge approach structures within this general plan designation.

A large vacant parcel owned by the County located adjacent to I-80 northeast of the Wickland Oil Company tank farm is designated Public and Semi-Public. This property is to be reserved for construction of a planned industrial arterial road between I-80 and San Pablo Avenue.

HOUSING ELEMENT

Until 1969 County housing policies were incorporated into the Land Use Element of the General Plan. A separate Housing Element then became a State requirement. A countywide Housing Element was adopted by the Board of Supervisors in December of 1980. That document, or its subsequent revisions, should be referred to for a complete discussion of housing policies.

State planning law requires the Housing Element to "make adequate provision for the housing needs of all economic segments of the community" (Government Code Section 65302(c)). The population of Crockett, as of the 1980 Census, includes a higher proportion of older, less affluent persons than the County generally. At the same time, the housing stock includes dwelling units that are smaller and less costly to own or rent than the County generally. About 150 single family detached residences are being added to the housing supply. These units will tend to be larger and more costly than the existing housing stock, and may be said to balance the housing stock.

Specific needs for Crockett housing at this time are the preservation of the existing housing stock, the rehabilitation of units, especially rental units, and maintaining the affordability of housing as the town is gradually improved. A continued supply of housing for seniors is a minor issue, but with continual price rises, could become a high priority housing need in 5 or 10 years.

This plan does not limit or restrict regional housing opportunities in the Crockett Planning Area.

CIRCULATION ELEMENT

The purpose of the Circulation Element is to designate a system of streets and roads that will provide for internal circulation within the community and for circulation and transportation links between the community and other communities. See Figure 3, Circulation Element Map.

The town was not designed for use by an abundance of motor vehicles. Narrow streets and a lack of off-street parking have resulted in congestion, particularly parking congestion. Personnel of the Crockett-Carquinez Fire Protection District fear the possibility that fire fighting equipment may be blocked in an emergency situation. If the community goal of downtown revitalization succeeds, parking may be perceived as even more of a downtown problem than it was in the 1950's and 1960's. As a follow-up to this general plan amendment, a downtown rehabilitation and parking study will be undertaken. Additionally, traffic and parking study of the acute problems in the residential areas will be undertaken in concert with some local group, such as the Crockett Improvement Association.

Recognizing the limited circulation system in town, the land use element does not designate a large area for growth that would directly impact Pomona Avenue as a through street or as a freeway access route. If a new residential growth area is proposed, its approval should be based on findings that traffic and parking impacts on Pomona Avenue and in the downtown area would not be excessive, and that the proposed new development would satisfy the Circulation Goal and Objectives of this document.

There are median strips in Winslow and Alhambra Streets that are not landscaped and maintained. Two means of improving these unsightly strips are to form an association of adjacent property owners to plant and maintain each block, or request the Crockett Improvement Association to take it on as a beautification project.

A new industrial access road is shown on the Circulation Element Plan extending from I-80 to San Pablo Avenue. Such a road is designated to provide industrial traffic direct access to the freeway and minimize the need for local road usage through Rodeo and Crockett of industrial trucks.

TRANSIT

Public transportation is provided by A.C. Transit, Greyhound and the West Contra Costa Transit Authority. A.C. Transit provides commuter connections to Richmond and the BART system; Greyhound provides the only bus service across the bridge to Vallejo and the Transit Authority provides the only bus service across the bridge to Vallejo, and the Transit Authority provides a Dial-a-Ride service to Port Costa, Martinez and Rodeo. These services should continue. Service to Solano County should be improved, at least as a commute service.

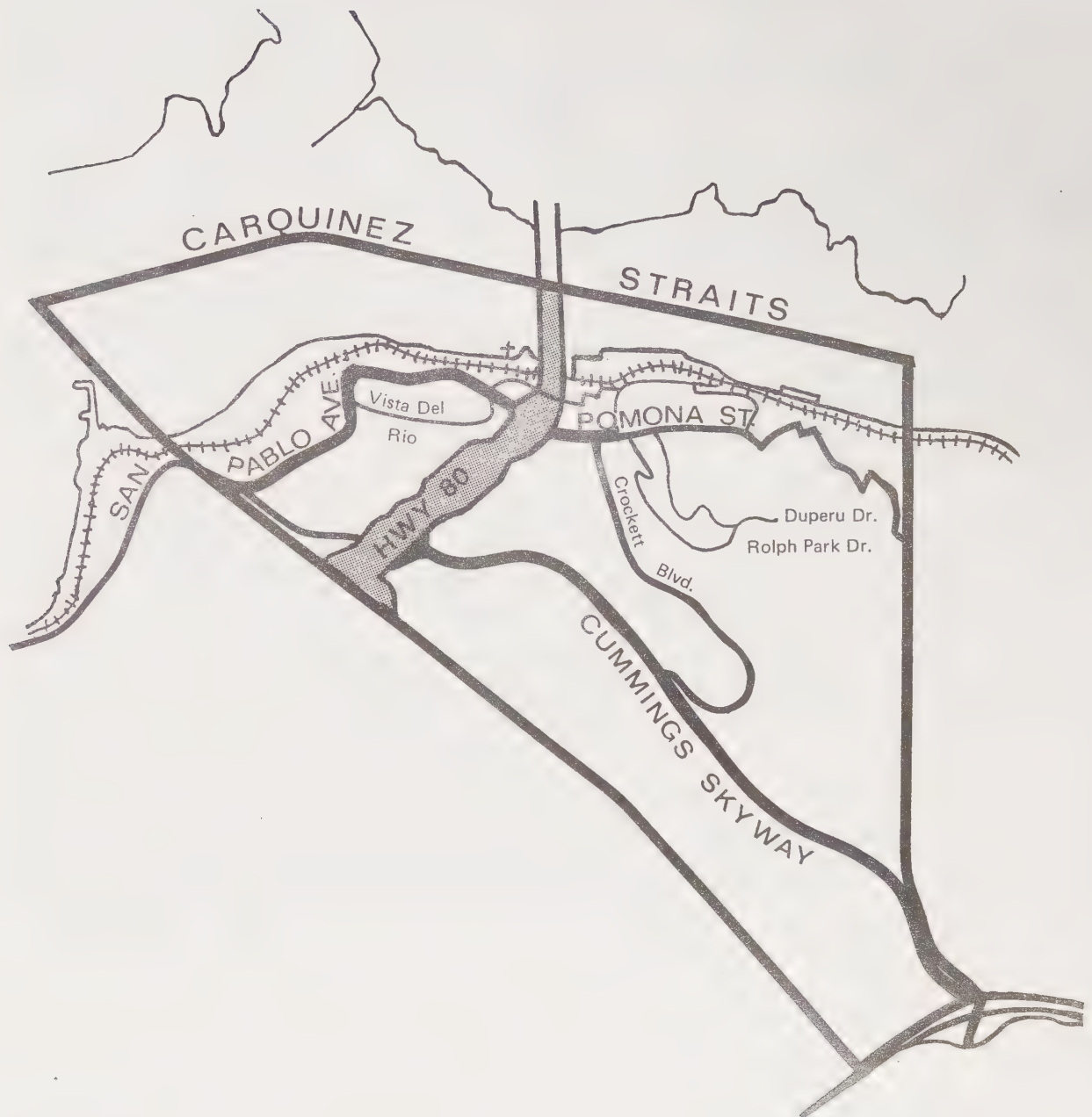
SOUTHERN PACIFIC RAILROAD

One of the Southern Pacific Railroad's main haul routes extends along the northern shoreline of the Planning Area. Service presently focuses on freight but the line also is used by Amtrak passenger service with stations in Richmond and Martinez. The right-of-way of this important resource to the County is designated Public and Semi-





FIGURE 3

CROCKETT GENERAL PLAN

CIRCULATION ELEMENT MAP



LEGEND

-  Freeway
-  Major Arterial
-  Minor Arterial
-  Collector



1"=4000'

Public on the Land Use Element Map. Efforts are needed to provide crossings of the railroad tracks to open up public access to the shoreline; such efforts should be done in such a way as to not interfere with railroad operation or safety.

ROAD DESIGNATIONS

The designations below are intended to bring street and road nomenclature in Crockett into conformance with current County usage.

Freeway: The function of a freeway is to expedite travel between distant areas. Freeways are designed for high speed and large volumes of traffic. It is a divided highway with controlled access and grade separated intersections. Interstate 80 and the State Route 4 are the existing and planned freeways in the Planning Area.

Major Arterial: A major arterial carries traffic between freeways and major traffic generators and accomodates through traffic not served by freeways. Access from abutting properties is limited or prohibited. Four or more lanes of traffic may be required, depending on traffic volumes. Cummings Skyway and San Pablo Avenue are major arterials in the Planning Area, as is Pomona Street from the freeway east to Rolph Avenue.

Minor Arterial: A minor arterial provides for through traffic and connects centers of activity. Access to abutting land is rarely prohibited, but is usually controlled for safety. A minor arterial may require more than two traffic lanes. Carquinez Scenic Drive, Pomona Street, Crockett Boulevard, and Vista Del Rio are minor arterials.

Collector: A collector street provides internal circulation within the community, and connects centers of activity with the arterial systems. It is not designed to carry through traffic. Rolph Avenue, Loring Avenue, Rolph Park Drive, and Duperu Drive are collector streets in the Planning Area.

Minor Streets: Minor streets serve districts or neighborhoods. Most of the streets in Crockett are minor streets and are not shown on the circulation map. Bishop Street and Baldwin Avenue are examples of minor streets which, by their limited width, could not serve as collector streets, in the event expanded residential areas were contemplated.

SCENIC ROUTES ELEMENT

The Scenic Routes Element of the County General Plan is one of the State mandated elements of City and County General Plans. A scenic route, as defined in the County Scenic Routes Element, as a road, street, or freeway which traverses a scenic corridor of relatively high visual or cultural value. A scenic corridor consists of much of the adjacent area that can be seen from the road.

The Board of Supervisors adopted the Countywide Scenic Routes Element of the County General Plan in September 1974. The basic premise for that Plan was that much of the perception we have of our surroundings occurs while traveling in the automobile. The primary purpose of the Plan was to establish policies for the protection of the aesthetic quality of these roads.

Several roadways within the Planning Area merit designation as scenic routes and are shown on Figure 4.

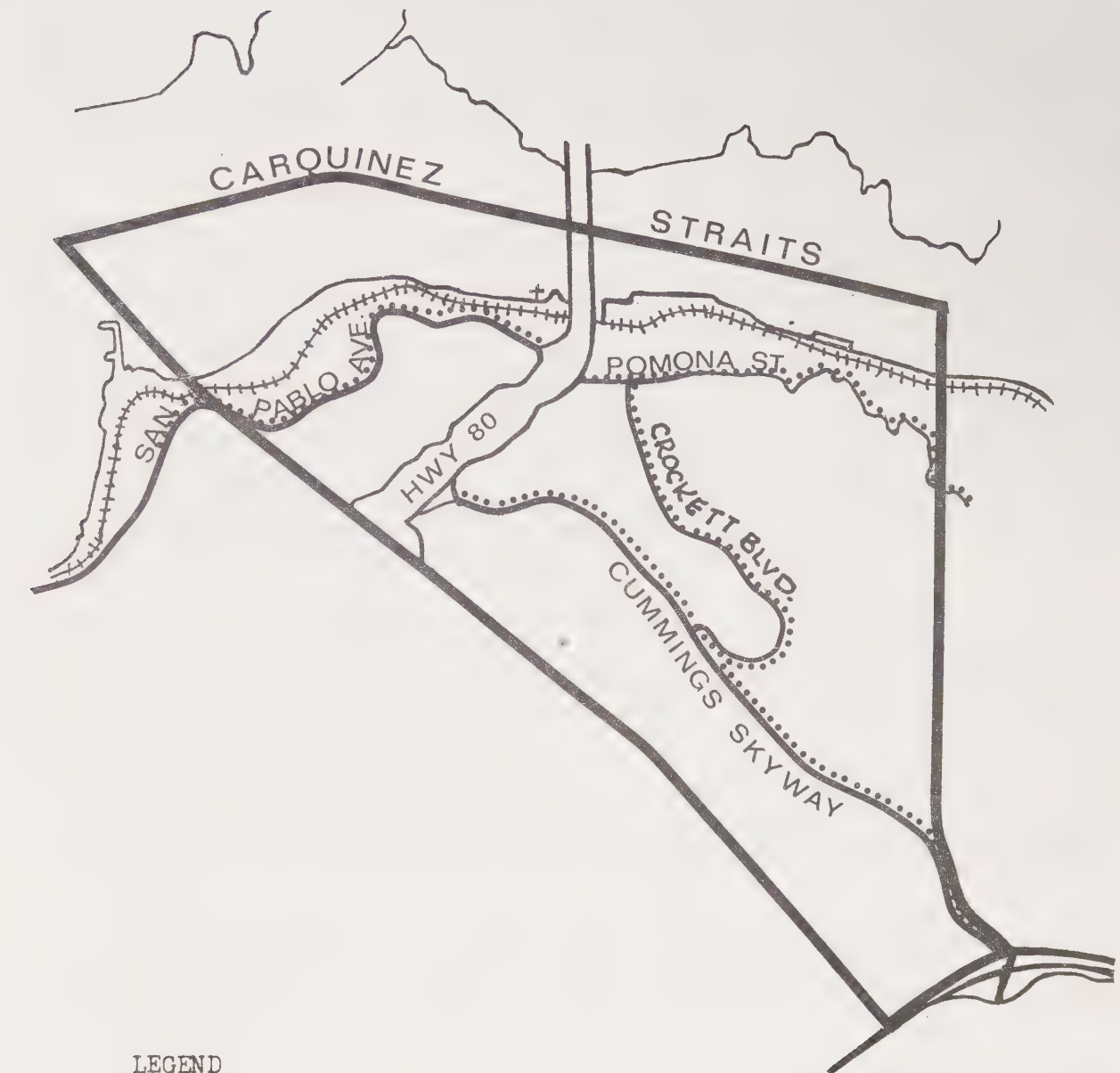
Detailed scenic corridor studies are needed to establish the extent to which the land beyond the actual right-of-way or route requires special protection for retention of the viewshed. Interim scenic corridors have been defined for roadways in the countywide Scenic Routes Element as extending 1,000 feet on either side of the centerline of the route.

Projects proposed along these scenic routes will be reviewed to determine if there would be adverse visual impacts, and if so, mitigation measures will be applied. The guidelines for determining visual impacts include but need not be limited to the following:

- Long views across Carquinez Straits or the Bay should not be blocked.
- If a structure interrupts long views across Carquinez Straits or the Bay, the structure should be designed to enrich the scenic quality as much as possible.
- Extreme topographic modification, such as cutting off a ridge top, is to be avoided.
- Structures highly visible from Scenic Routes should be designed to blend and harmonize with the natural scenery or background.

This plan endorses State recognition of Carquinez Scenic Drive as a State scenic route.

FIGURE 4
CROCKETT GENERAL PLAN
SCENIC ROUTES ELEMENT MAP



LEGEND

..... Scenic Routes



1"=4000'

CONSERVATION ELEMENT

The Conservation Element is concerned with the conservation, development, and utilization of natural resources. The retention of large land areas in open space uses will result in the continued utilization of land for agricultural production. Large natural or agricultural areas also provide the benefits of wildlife maintenance, stream preservation, and conservation of soil and vegetation resources. The concepts delineated here conform with urban conservation policies in the Countywide Open Space Element and provide additional details suited to the Planning Area.

SCENIC CONSERVATION

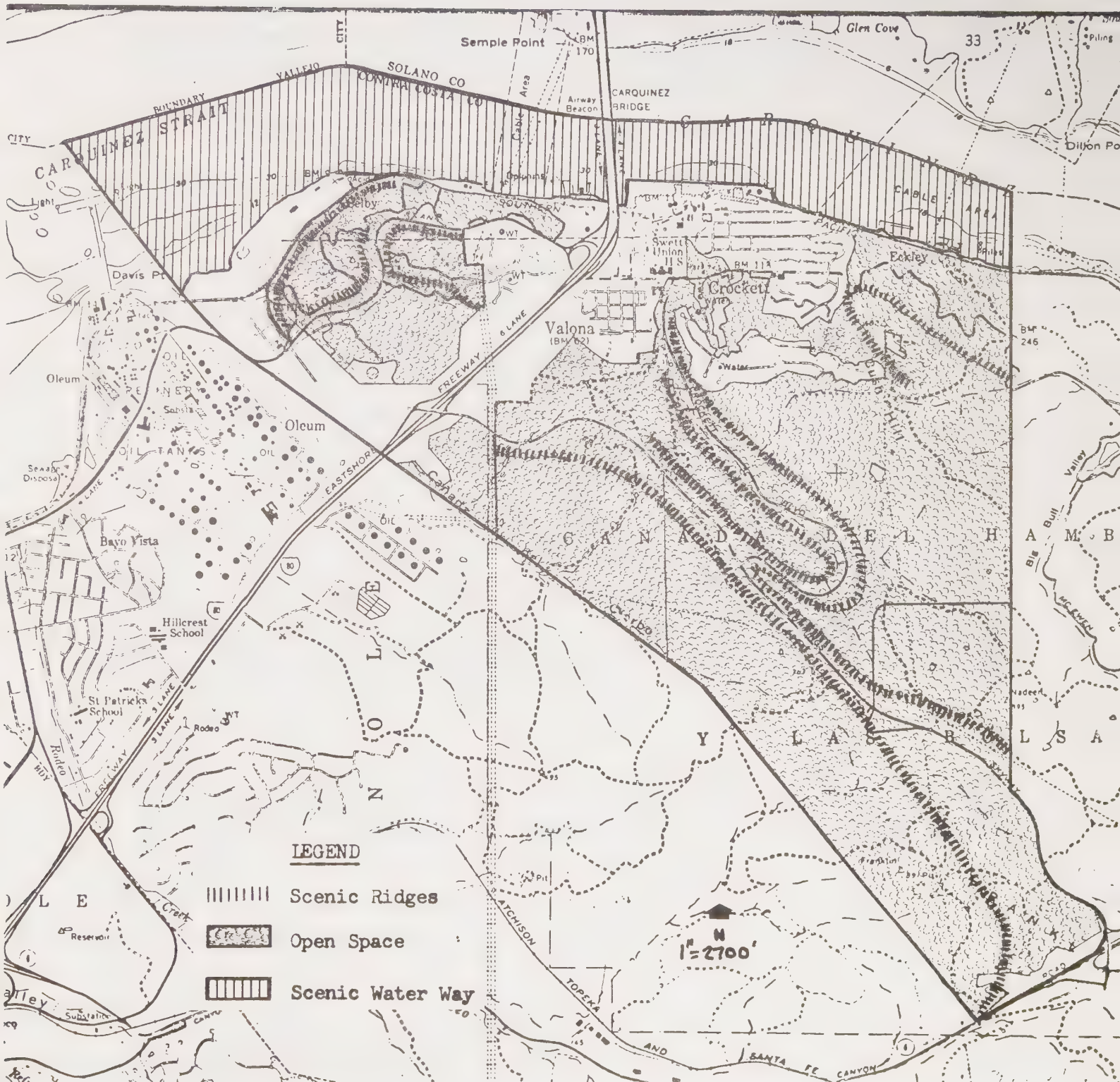
Scenic quality in the Planning Area is of two types. The first is the long view across the Straits and Bay from the town. These views are not under the control of the local community, except that it is a policy of this plan that new residential buildings should not obscure the views as they are enjoyed from existing residential buildings. The second type of scenic quality is the local environmental setting around the town, composed of wooded canyons and hillsides, and the windswept grassy ridges of the steep hills that surround Crockett on three sides. See Figure 5, Scenic Resources. In order to protect the scenic environment of Crockett, it is a policy of this plan that identified scenic ridges and woods should not be obliterated. Any construction that takes place on identified scenic ridges should be designed with respect for the natural scenic qualities of the locality. In areas designated for development of steeply sloping lands, the following principles should be strictly applied:

- High quality engineering of slopes is required to avoid soil erosion, downstream flooding, slope failure, loss of vegetative cover, high maintenance costs, property damages, and damages to visual quality. Particularly vulnerable areas should be avoided. Slopes over 25% are generally not suitable for conventional cut and fill pad development.
- Where flood control and drainage works are required along natural water courses, special consideration should be given to using innovative means of retaining the natural appearance of the waterway, and preserve the vegetation and wildlife it supports.
- Conservation of the scenic beauty of the Planning Area requires the restoration of natural contours and vegetation after grading and other land disturbances, and the design of public and private projects to minimize damages to significant trees and other visual landmarks.
- Public facilities for outdoor recreation should remain an important land utilization objective in the community, to promote high visual quality, air quality maintenance, and to enhance outdoor recreation opportunities of all residents.
- Extreme topographic modification, such as filling in canyons or removing hilltops, is to be avoided. Clustering and planned unit development approaches to development are encouraged. All future development, whether large or small scale, should be based on locating safe and suitable sites for buildings, roads and

FIGURE 5

CROCKETT GENERAL PLAN

SCENIC RIDGES



driveways. Edwards Canyon is very sensitive to erosion and siltation problems and should be given special protection.

Scenic Waterways are watercourses which receive use by fishing and recreational boat traffic and traverse areas of significant scenic quality. The scenic waterway designation applies to the waterway and its shoreline.

HISTORIC AND CULTURAL CONSERVATION

Crockett has an abundance of charming Victorian buildings. The special scenic and historic qualities of the town should be reflected in a sensitive approach to rehabilitation of these buildings. The structures listed below have been identified as local historic places for their historic and cultural importance to the community. It is a policy of the Plan that these places should be protected and their historic qualities should be preserved and enhanced. A means of insuring preservation of the scenic quality of the town are noted in the Implementation Section.

1. American Legion Hall at Pomona Street and Alexander Street.
2. Rolph Park Monument at Pomona Street and Rolph Park Drive.
3. Railroad Depot on Loring Avenue.
4. Crockett Auditorium on Pomona Avenue.
5. Episcopal Church on Pomona Avenue.
6. C&H Company House and Guest House in Crolona Heights.
7. Crockett Library on Loring Avenue.
8. Edwards Homestead.
9. Loring Road Victorians

The location of these buildings are shown on Figure 6, Historic and Cultural Resources.

In addition to protecting special buildings listed above, retaining the historic and cultural values of the older single family neighborhoods requires rehabilitation and redevelopment to be made with respect for the special Crockett historic image. The materials and scale of buildings and gardens should be harmonious with the best qualities of the existing neighborhood.

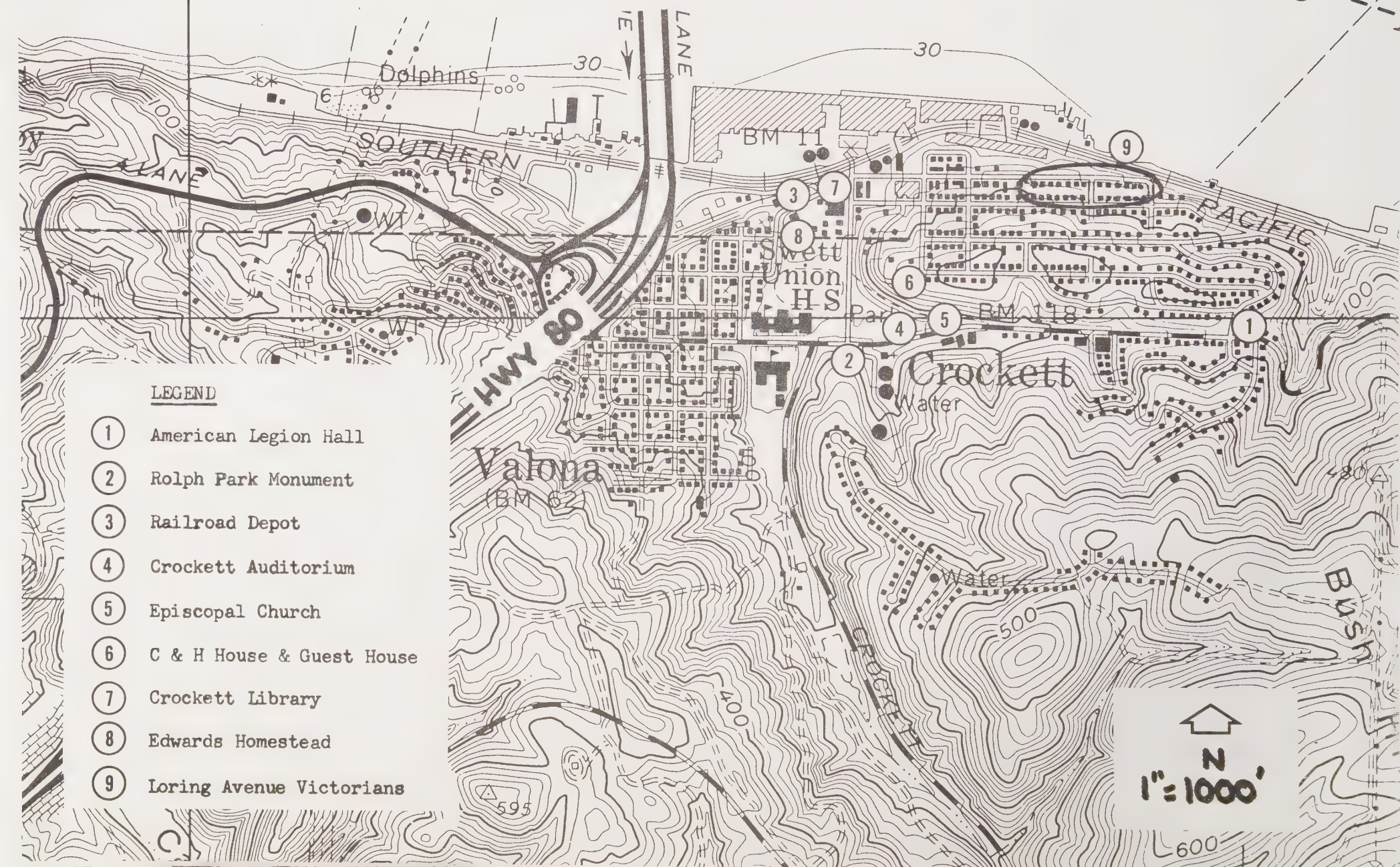
AIR AND WATER QUALITY

Because of its location, the town of Crockett is exposed to Pacific winds which maintain good air quality. The off-shore currents through Carquinez Straits are swift, and the tidal action is strong, so that the off-shore waters around Crockett are well mixed and tend to maintain high quality.

CONTRA COSTA CO

FIGURE 6 CROCKETT GENERAL PLAN HISTORIC RESOURCES

-R---Q---U---



Some recent studies by the State have shown higher than average amounts of metal pollutants in the waters of the Carquinez Straits area. The sources of these, and the pollutant damages to fish, are not known at this time. At present, it does not appear that planned uses would be adversely affected by air or water quality problems.

Residential and semi-rural development on septic systems must not be allowed to overload the ground surface or nearby waterways with sewage pollution. Septic systems need to be kept at a very low density especially if keeping livestock on smaller parcels would also contribute to the potential for ground water or surface water pollution. Septic systems should not be permitted within the boundaries of the Crockett-Valona Sanitary District.

NOISE ELEMENT

The countywide Noise Element, adopted by the Board of Supervisors on September 16, 1975, gives the basic policy guidance for transportation noise problems in the County. This Plan incorporated the countywide element by reference.

The Noise Element is intended to add considerations of noise and noise-related problems to the General Plan and to ensure their consideration in planning processes and activities. While noise is generated by many sources, the main focus of the element is on transportation noise.

In addition to providing noise goals and standards, the element provides the basic tools to control excessive noise for all new residential structures except detached single family homes.

The element establishes 1990 noise contour maps which are estimates of noise levels at specified distances from major roads in the Planning Area. These noise contours provide the basis for administering the State Department of Housing and Community Development guidelines establishing maximum allowable noise levels for all residential structures exclusive of detached single family homes. Provisions of the State Administrative Code require that all new attached single family units, apartments, hotels, and motels to be located in areas that exceed the standards embodied in the contour maps must have acoustical studies made to insure that noise levels inside new structures will not exceed the established standards. Acoustical studies are also required for non-residential projects which cause residential noise levels to exceed the standard.

The purpose of the noise study, conducted at the expense of the applicant, is to ensure that new structures will not exceed interior noise equivalents of 45 dBA based on the Community Noise Equivalent Level (CNEL) scale with the windows closed. The acoustical analysis reports must be prepared under the supervision of a person experienced in the field of acoustical science and must be submitted with the application for a building permit. Thus the Noise Element provides an added level of protection to residents of new developments to ensure that exterior noise will not result in excessive inside noise levels.

New major residential proposals adjacent to the Southern Pacific Railroad tracks shall have acoustical studies prepared on them. This shall be done since accurate noise contours are not available.

FIGURE 7

CROCKETT GENERAL PLAN

1990 NOISE CONTOURS



LEGEND



Area Subject to 60 dBA (CNEL)



1" = 3000' APPROX.

PUBLIC AND SEISMIC SAFETY ELEMENTS

These General Plan elements are required by state law to insure that local governments recognize seismic and other hazards and incorporate policies for protection from these hazards into the planning process. The policies of the county-wide elements are incorporated herein by reference. This document refines the findings and policies of the Countywide elements as needed for this Planning Area. The two elements are treated as one because of their overlapping subject matter.

SEISMIC SAFETY

The Planning Area does not have a state designated seismic study zone passing through it. However, earthquake damages are not limited to areas in close proximity to a fault rupture. The most severe structural damage from a large earthquake would probably occur on "poor ground", especially shoreline fill, even at some distance from the responsible fault system. Since most of Crockett is constructed on slopes with shallow soil to bedrock, the type of earthquake damages that could be expected would result from surface soil movements and buildings sliding downhill. Old masonry buildings and buildings that do not have foundations would be particularly susceptible to earthquake damages.

Since some of Crockett's buildings were constructed in the late 1800's and early 1900's and have been exposed to large earthquakes in the regions without a record of serious property damages, it should be assumed that the risk of earthquake damage is no greater in Crockett than in the surrounding area generally, and there may be less risk of property damage than for towns built on bay fill.

The town would not be cut off from help if an earthquake or other event closed Interstate 80. There are several roads leading out of town that would probably remain open, or that could be reopened relatively easily if closed by landslides.

SLOPE STABILITY

The U.S.G.S. and County maps of landslide deposits indicate that there are unstable surface soils in and around Crockett. Future development should be planned to avoid exposing subsequent owners to the risk of landslide damages. In the 1981-82 rainy season the tendency of even shallow slopes to shear off was evident throughout the County. By February 1982, there were 16 repair sites on Carquinez Scenic Drive. New development equires high quality engineering in order to provide adequate property protection, on and off-site.

FLOODING AND DRAINAGE

Some local flooding has occurred in Crockett as a result of inadequate storm drainage. Crockett is not subject to major deep and persistant flooding from creeks or off-shore tides. The John Swett School District owns Edwards Dam on Edwards Creek, upstream from the Carquinez Elementary School in the same canyon in which Crockett Blvd. is located. As of 1981-82 there is little if any remaining water storage capacity behind this dam. The elementary school could experience flooding if the dam is not dredged.

Providing adequate drainage facilities is a financial as well as a technical problem in Crockett. The Public Works Department proposed the formation of Drainage Area 54A for the collection of drainage fees to finance drainage improvements. The Drainage Area did not receive community support and was not formed. Some developments in recent years have contributed fees for drainage improvements as a condition of project approval. New development in the watershed should be required to contribute to drainage improvements through actual construction or the payment of fees to the County.

RECREATION ELEMENT

The provision of recreational areas and facilities is a function of several governmental levels as well as the private sector. In the Planning Area these efforts focus around the efforts of the East Bay Regional Park District, the John Swett Unified School District, County Service Area P-1, and the C&H Sugar Company.

The Recreation Element is concerned with meeting the outdoor recreation needs of residents in the Planning Area. Recreation needs in urban areas should be met by local and more accessible parks as well as larger-scale facilities.

Existing park facilities are limited in size and availability. Because existing public resources are limited, alternative funding sources should be identified to support the development, maintenance, and operation of park facilities. A second major area of deficiency is the lack of access to the shoreline. Major efforts toward shoreline access will need to be worked out in concert with the East Bay Regional Park District. In this regard it is clear that the distinction between trails and regional parks may blur to implement concepts such as the Contra Costa Coastal Corridor proposed in that District's adopted Master Plan. The Recreation Plan is Figure 8.

Contra Costa Coastal Corridor

The shoreline and hills along the Carquinez Strait between Crockett and Martinez constitute one of the few undeveloped coastal areas in the East Bay. The scenic beauty of the area enhances, and is complemented by, the historic town of Port Costa. Preservation of this resource through the establishment of a recreation area is encouraged by this plan. Such a facility would form a vital link in the Contra Costa Coastal Corridor - a series of shoreline recreation areas strung along a trails system reaching from Martinez to Richmond. The development and operation of the proposed park should be undertaken by the State of California or the East Bay Regional Park District.

A second segment of this corridor already exists through the dedication of land by the Wickland Oil Company to the East Bay Regional Park District. This area is designated Parks and Recreation on the land use plan map. That dedication provides for trails linkage and scenic overlooks along San Pablo Ave. and includes lands adjacent to the Southern Pacific Railroad line.

The transferral of some small County land holding along this corridor for parcels or portions of parcels along this corridor is crucial to completion of this corridor and is endorsed by this plan. The County parcel known as Vista View Park should have mixed use. The majority of this site should be transferred to the East Bay Regional Park District for use as a scenic overlook and park site. The easterly portion of the property should be utilized for commercial recreation use such as a restaurant and should be developed as an enhancement of the Coastal Corridor facility. The State owned old ferry site is designated for a public fishing access. The Eckley Valley is proposed to be either a public or private recreation area, with access across the railroad to the water. The site can provide recreation opportunities such as camping close to town but with the feeling of being out in a semi-rural area.

Local Parks and Recreation

County Service Area P-1 is the local recreation entity servicing Crockett and provides recreation at the Crockett Auditorium. The County also owns the War Memorial at the intersection of Pomona Street and Alexander Street. The building has a small meeting room and kitchen, but may need to be repaired before it could be used. The grounds are informally maintained by the neighbors and the Crockett Improvement Association. The John Swett School District owns Alexander Park and the swimming pool, adjacent to the Crockett Auditorium.

Two privately owned facilities are the marina and the Edwards Homestead, which is owned by C&H and leased to the Carquinez Women's Club. The Edwards Homestead is designated Public and Semi-Public to reflect its use. The marina is designated Commercial Recreation, a commercial land use.

Canada del Cierbo

The East Bay Regional Park District 1980 Master Plan includes a proposed regional park site in Canada del Cierbo. This plan and the District's plan recognize the great recreational and scenic values of the northwest County coast and hills. This plan would allow for such a park facility if it becomes feasible.

TRAILS PLAN

The intent of the trails plan is to facilitate circulation as well as to increase recreational opportunities. It serves as an expansion upon, and refinement of, the Interim Trails Plans adopted by the Board of Supervisors in 1973.

The Trails Plan map, Figure 4, delineates the planned trails network for the Planning Area. It provides for recreational hiking, biking and riding within the Planning Area and establishes regional trails linkages. Additional feeder trails not shown on the map may be needed. Much of this planned trail system crosses privately owned property and could become available for use only with the cooperation of private property owners or in agreement with park agencies. Sites planned for future waterfront recreation, noted by a symbol on the Recreation Plan map, should be linked to the regional shoreline trail.

Segments of a horse riding trail are shown on the east side of the Planning Area. These segments are part of a Countywide Trails Plan riding trail that would connect Port Costa with Martinez. Horse trails are planned for this Planning Area and are shown on the Trails Map. The trails terms used in Figure 4 are described below.

Bicycle Trails: Trails of this class connect major destinations of bicycle traffic. They could accommodate high volumes of short distance traffic as well as intercommunity movement. Ultimately, Bicycle Trails are expected to be developed on their own pathways which are physically separated from other trails or from vehicular traffic.

Hiking Trail: All hiking trails in the plan are major, or primary trails. These are intended for extended travel by individuals or groups of varying skills and ages. They typically connect important trail use designations such as major parks or points of special interest.

Overlook: The plan shows the locations of key vista points along proposed trails. These vista points, along with other features along the trails contribute to the interest afforded by the trails and suggest locations where "waysides" with shade and seating might be established.

Riding Trail: All riding trails in the plan are major, or primary trails. As with hiking trails are intended for use by persons with various levels of equestrian experience.

Hitching Areas: These are facilities for securing horses to posts or other attachments to permit riders to dismount and circulate independently. Hitching areas are desirable at destinations and at intervals along the trails. These facilities are not specifically designated on the trails plan.

COMMUNITY FACILITIES ELEMENT

Community facilities include utilities, public educational, cultural, and recreational developments, land and buildings used for public protection services, County Service Areas for street lighting and other special local needs, and drainage works. All of these must be adequate so that residents may enjoy a safe, healthful, efficient and stimulating environment. Every community must have a water supply, sewers, utilities, schools, and other community facilities. Each of these facilities, however, has an ultimate capacity.

In Crockett some community services are substandard at present; the plan emphasizes providing and maintaining adequate community facilities for the existing population as well as the planned area.

The distribution and appearance of public facilities must be related to present and future land use plans and must be harmonious with the immediate surroundings, since many schools, parks, recreation and cultural centers, fire stations and power sub-stations are set in residential locations and are highly visible by reason of a prominent central location. In order to maintain the environmental and scenic quality of the area, public facilities must respect the considerations stated in the Plan.

Multiple use of facilities is a concept which is widely supported in the community because it is a more efficient use of tax revenues. Schools, parks and recreation and cultural centers are the most frequently found multiple use facilities, but serious efforts are worthwhile to achieve others, including trails and drainage works, outdoor recreation, utility rights-of-way, and commercial areas. All future facilities should be reviewed to determine to what extent they are suitable for multiple public uses. Public facilities and services limitations include the narrow streets and lack of enough off-street parking. Future proposed projects should be reviewed to determine their impact on community facilities and services and to make sure they will not overburden facilities and services to the detriment of the community as a whole. Future development areas should annex to all the relevant service districts and County Service Areas.

EDUCATION

Crockett is within the John Swett School District and in general has adequate facilities to serve the community. Facilities shown on the plan map as Public and Semi-Public are eligible for expenditure of funds pursuant to the School Developers Fees program. Incremental increases in population called for by this plan should prove helpful to the District.

FIRE PROTECTION

Two districts provide public fire protection service within the Planning Area. The Crockett-Carquinez Fire Protection District serves the greatest majority of the Planning Area. While financial resources are limited its facilities are adequately serving the community. Much of the C&H manufacturing facility is outside of the district boundary but the fire service of the plant is intimately integrated into that district's operation and one of the district's fire stations is located at the C&H plant.

When convenient to C&H the plant should be considered for annexation to that district.

A small southwesterly portion of the area is within the Rodeo Fire Protection District.

This Plan encourages the maintenance of minimum response times for emergency vehicles. Moreover, the provision of direct, safe access routes for emergency vehicles shall be an essential provision of any major development.

POLICE PROTECTION

The Contra Costa County Sheriff's Department operating out of Martinez provides police protection to the unincorporated area of the county, including Port Costa. One unit (an officer in a patrol car) is assigned to Beat 1 on a twenty-four hour basis. Currently Beat 1 includes Crockett, Rodeo and Port Costa. Crockett's small size and sense of community contribute to a relatively low crime rate.

County Service Area P-1 provides additional police service to the downtown community.

WATER

The Crockett developed area is served by the East Bay Municipal Utility District. That District provides high quality water to its customers. Developers are responsible to provide, at their expense, facilities necessary to serve their developments.

SEWERAGE

The Crockett-Valona Sanitary District provides sewerage service to the developed portions of the community of Crockett. That district has a very limited amount of additional capacity available for growth. In the short run, the District will need to consider mechanisms to provide additional capacity if the development allowed by this general plan is to proceed.

IMPLEMENTATION

The text of the Plan provides the goals and policy framework which are the substance of the Plan. Implementation measures are discussed in the text and are reviewed here to focus attention on the principal steps to achieve the goals of the Plan.

General Plan/Zoning Conformance

The adoption of this General Plan establishes inconsistencies with existing zoning. A program of rezoning will be initiated by the County Planning Commission to make zoning conform to the provisions of the General Plan. This program should be completed shortly after adoption of the Plan. In any case general plan/zoning conformity shall be established prior to or concurrently with the granting of any discretionary permit.

Historic Conservation: In order to preserve Crockett's visual character while permitting the rehabilitation of buildings downtown and on Loring Street, a survey should be made that identifies buildings whose street facades should be preserved or rehabilitated when the building is renovated. This list could be used as the basis of a condition of approval in connection with a development plan or use permit.

Crockett Variances: Because of the history of Crockett, it is difficult for development in the older parts of town to meet today's ordinance requirements for setbacks, density, off-street parking, and so forth. Since the overall goal of this General Plan is to retain and enhance the "quality of life" in the town, it is essential to enforce zoning and other development ordinances here with a good deal of flexibility in order to meet that goal. All approvals should be made with reference to whether the proposed conditions or restrictions would tend to damage the qualities the community seeks to retain including its cohesive development pattern and every effort should be made to approve projects that would blend with or enhance Crockett's special qualities.

Road Abandonment Study: The Planning and Public Works Departments should determine if there are excess and unusable remnants of dedicated streets that should be abandoned, and if so, the property should be abandoned.

Arterial for Industrial Access: The planned new road should be constructed as soon as possible in order to get industrial truck traffic out of Rodeo. Either a County-built through road or an industrial-built access road would conform with this plan.

Trails: All available means of acquiring trails should be explored. New development should be required to dedicate right-of-way for the trails shown on the trails map, and in other locations that would contribute a feeder trail to the planned trails, or would otherwise help to implement the objective of developing a bike and hike paths system in town.

Post Disaster Planning: If a disaster should cause serious disruption and destruction of the town, the County should move in quickly to re-define areas and otherwise devise a plan that would provide greater public safety in the future.

Shoreline and Water Access: The objective of providing public access to the shoreline and water will require the cooperation of property owners, local government, regional agencies, and the state. Any proposal for development on shoreline property should be reviewed with respect to the local and regional importance of potential water access. The County should support efforts to get State Public Utilities Commission approval of railroad crossings in association with waterfront recreation.

Downtown Revitalization: Governmental funding for downtown revitalization is not immediately available. A follow-up study to this plan should be undertaken in concert with local merchants and landholders to lay out a program for reuse of the downtown area. Based on this program, the County can assist by tailoring planning requirements to special Crockett circumstances and the basic need for revitalization and employment.

Wind Energy: The County Ordinance Code needs to be updated to include wind power regulations. The thrust of this review should be to provide for adequate regulation so that windmills can be restricted from inappropriate areas and managed in appropriate areas.

Transportation Improvements: Local citizen groups and the County should work with BARTD and other transit providing agencies to determine what facility expansions are appropriate to the Crockett area.

Map of the Carquinez Strait area showing land use designations. The map includes the Carquinez Strait, Carquinez Bridge, and surrounding areas like Vallejo, Suisun, and Crockett. A legend in the bottom left corner defines land use categories: Commercial Recreation (diagonal lines), Public & Semi-Public (cross-hatch), Heavy Industry (vertical lines), Parks & Recreation (dotted), Agricultural Preserve (stippled), Agricultural Lands (horizontal lines), and Recreation Site (star). A scale bar indicates 1 inch equals 2700 feet. A box labeled "See Figure 9B" is located near the center of the map.

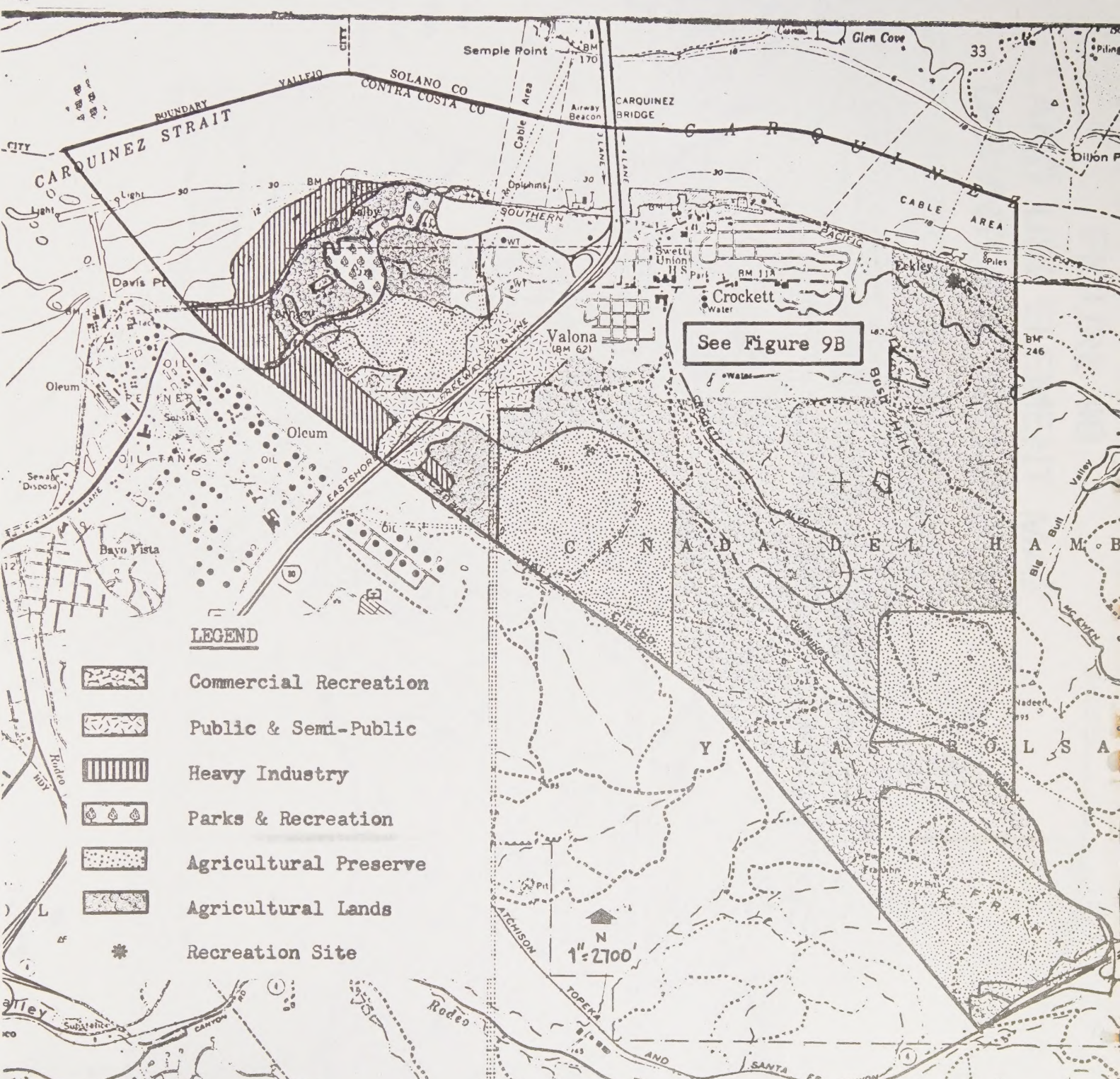
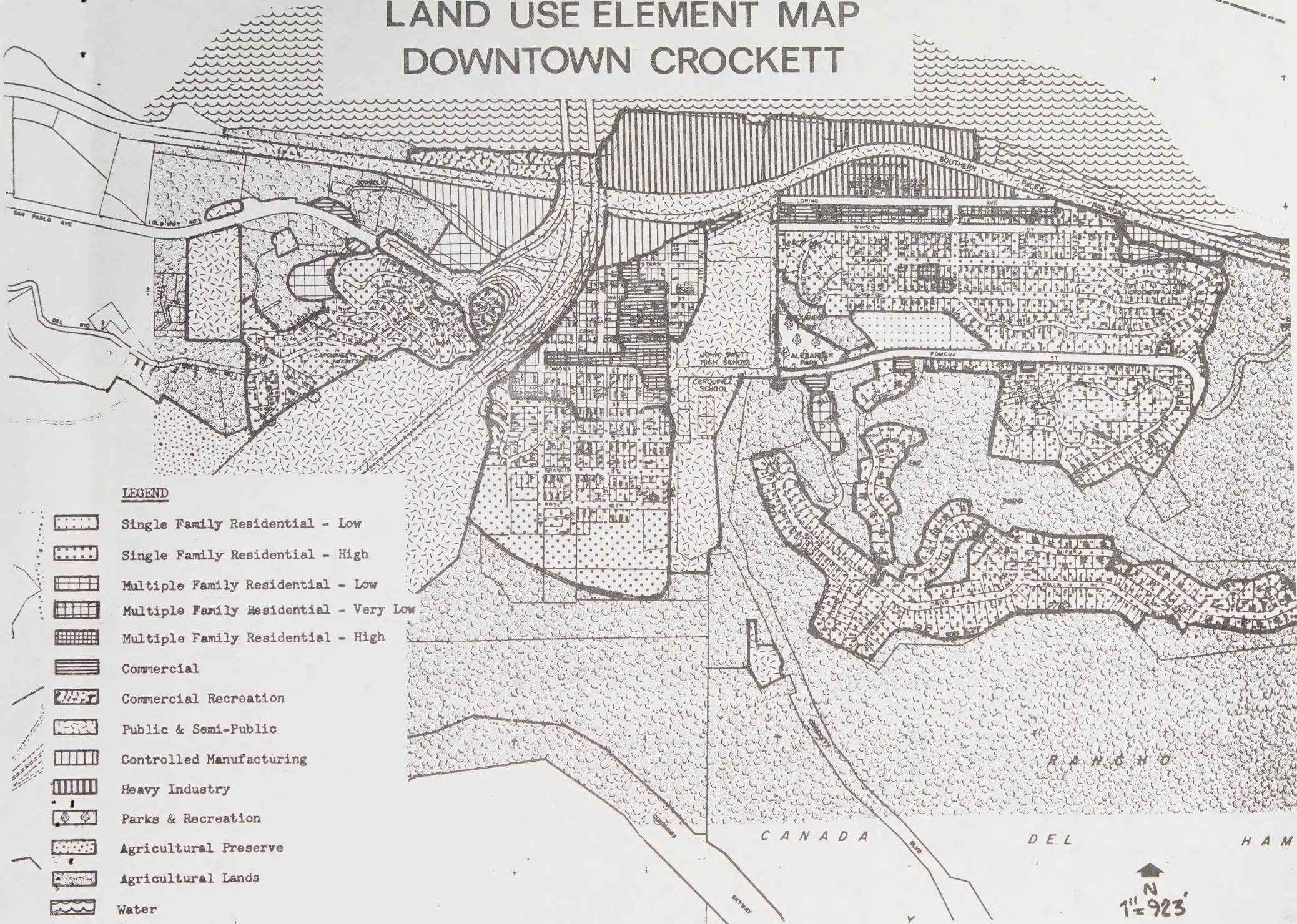


FIGURE 9B

LAND USE ELEMENT MAP

DOWNTOWN CROCKETT

SOLANO
C. C. C.



LEGEND

- Single Family Residential - Low
- Single Family Residential - High
- Multiple Family Residential - Low
- Multiple Family Residential - Very Low
- Multiple Family Residential - High
- Commercial
- Commercial Recreation
- Public & Semi-Public
- Controlled Manufacturing
- Heavy Industry
- Parks & Recreation
- Agricultural Preserve
- Agricultural Lands
- Water

1"=923'

U.C. BERKELEY LIBRARIES



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